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ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

SCOTCH

WHISKY.

	Per Case	Per 11 Doz. Bot.
A.-THORNE'S BLEND	\$17.50	\$1.50
B.-WATSON'S GLENROCHY	18.25	1.55
C.-WATSON'S ABERLOVE	19.50	1.65
GLENLIVET (Fest Whisky)	21.00	1.80
HOBNE'S OLD VAT, No. 4	22.50	1.90
as supplied to the House of Commons		
E.-WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY	38.00	3.25
"KILTY" LIQUEUR WHISKY	22.00	1.85
Great Age, Very Fine	23.50	2.00
V.O. WHISKY	23.50	2.00
THORNE'S BLACK SQUARE		
WATSON'S O.B.G.		

OTHER WELL-KNOWN BRANDS SUPPLIED TO ORDER.

Our Celebrated E very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

A. S. WATSON & CO., LIMITED,

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Onyx communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address: PANGS.

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BIRTH.

SPENCE.—At Kobe, on February 16th, the wife of P. L. SPENCE, a daughter.

HONGKONG OFFICE: 10A, DES VOGES ROAD C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 2ND, 1914.

THE number of railway concessions that have been, either in rumour or in fact, granted during the last few months make it appear as though the early years of the Republic are to reproduce the "Concession Era" of 1898 and 1899. The last six months of 1913 saw the Canton-Chungking and the Kweichow-Chungking-Chengtu concessions, the proposal for a line from Mukden to Jehol, the arrangement with Japan for the Teonan-Shibpinghai and Kai-yuan-Hsiungcheng lines, Messrs. PAULINOS' concession for the construction of the Shasi-Singyifu connection, and the Sino-German agreement for the construction of two new railways in Shantung, and 1914 promises to keep pace with this record, for January saw the completion of the preliminary negotiations between the Minister of Communications and the Banque Industrielle for the extension to Chungking of the Yunnanfu line. All except one of these lines, it will be noticed, have been the subjects of a foreign concession in some form or other, but only two of them have fallen to a British firm, and, while Germany's sphere of interest in Shantung, and Japan's special preserve in Manchuria are kept inviolate, two of these concessions transgress on the British sphere in the Yangtze basin. The Belgian concession of the Kweichow-Chengtu line is not perhaps of immediate importance, and even when that

line comes to be constructed, it will be important not so much from a commercial as from a strategic standpoint. The Chungking-Yunnanfu connection is, however, on quite a different footing, and, if it were allowed to pass unchallenged, would be a serious setback to British interests in West China. The extension to the Yangtze of the Laokhai-Yunnanfu Railway, it has long been recognized, is a logical development that is bound to come in the natural course of events, but this by no means implies that this further connection should necessarily be conceded to the same nation as constructed the original line. In many cases it is doubtless of secondary importance who builds the lines so long as they are actually brought into being. So long as Great Britain maintains her pride of place in China's trade, it is unquestionably true that in the majority of cases the construction of railways in China, no matter by whom, is in the long run more beneficial to her than to other Powers, but if there is one line that is an exception it is that from Chungking to Yunnanfu, which would definitely link up the rich and only partially-developed province of Szechuan with French territory by means of a French railway. Messrs. PAULINOS' contract for a Canton-Chungking line has been heard little of, and seems to have lapsed into insinuation: we sincerely hope this is not so, for in our estimation the necessity of providing an effective guarantee against the commercial exploitation of Szechuan in French interests and from a French base makes the question of providing an outlet from that province to either a British or a Chinese port one of paramount importance. With Yunnan already closely linked up with Indo-China the mere construction of a Yunnan-Yangtze line, even by Great Britain, would place France in a position to extend her influence in the direction of Szechuan, but if the new line is to be to any extent under French control, there will be all the possibilities of through preferential rates coupled with harbour and port regulations at the seaward terminus that will make it a simple matter to ensure that the railway's share in the development of West China shall be profitable to France and her merchants, and to no one else. The Yunnan-Yangtze railway is so inevitable that we should have liked to see it undertaken as a joint Anglo-French enterprise, in the same way as the Tientsin-Pukow Railway was shared between Germany and Great Britain: this would have been especially logical and practical in view of the Anglo-French Convention of 1898, by which it was mutually agreed that any concessions obtained by either of the High Contracting Parties in Szechuan or Yunnan should, as far as rested with them, "be extended and rendered common to both Powers and to their nationals and dependents, and they engage to use their good offices with the Chinese Government for this purpose." If it is too late for some arrangement of this sort to be effected, there is no alternative to a flanking line constructed in British interests. This might lead to a base either here (or in Canton) or in Burma. A Burma line would, however, touch Szechuan only through the French Yunnan-Chungking line, and would, moreover, be only a doubtful commercial asset, while one striking south-east from Szechuan and traversing the Provinces of Kweichow, Kwangsi, and Kwangtung should always find plenty of traffic. In any case we cannot view without grave misgivings the proposal to link up Szechuan with French territory, and we consider it of the utmost importance that some effective counter move should be made.

A memorial, consisting of a headstone of grey granite, was dedicated to the memory of the late Mr. A. Nio, at the Happy Valley Cemetery on Saturday afternoon. The ceremony was performed by the Rev. A. C. Moreton, Royal Naval Chaplain. Inscribed on the memorial were the words:—"Sacred to the memory of Alexander Nio, a native of London, Eng., and of the Victualling Dept., H.M. Naval Yard, Hongkong. Died 10th July, 1913, aged 39 years. Erected by Officers and Colleagues, Feb. 1914."

The new Ordinance prohibiting the circulation of foreign silver and nickel coins in the Colony came into force yesterday, and we understand that a very general desire was shown among the Chinese to obey the prohibition, the money-changers being kept busy during the past few days with requests for Hongkong coins in exchange for Chinese. In many cases the coins changed have not amounted to a dollar, which indicates that the poorest classes have been prepared to obey the law in spite of the fact that exchange meant a small loss in the form of the money-changer's commission.

RISE IN THE PRICE OF BEEF.

From yesterday the price of all qualities of beef in the local market was raised 2 cents per lb.

THE ENORMOUS RISE IN PRICE OF OPIUM.

According to the fortnightly report of Messrs. S. W. Setna & Co. of Hongkong, the following sales of opium are reported:—

Patna, New, 8 chests at \$8,325 to 9,325	
Old 84	7,900 to 9,200
Banars, New 20	7,750 to 9,050
Old 0	7,925 to 8,925

At the close of 1913 the highest price was below \$8,000. In June, 1913, opium was fetching about \$2,050. In January, 1912, the price was about \$3,500. At present prices opium is an expensive luxury.

HONGKONG RICE MERCHANTS AND CANTON BUYERS.

THE DISPUTE ALMOST SETTLED.

We learn that an amicable settlement has been practically reached in the dispute which has been hampering the local rice trade for the past month. The cause of the trouble appears to have arisen out of the local Ordinance, which came into force yesterday, prohibiting foreign silver and nickel coin in the Colony. In view of this local sellers of rice came to an arrangement among themselves to demand payment in future in Hongkong bank notes, but the Canton buyers refused to buy except on the basis of the usual discount which has been customary hitherto in the trade. Business in consequence has been practically at a standstill during the whole of the month. Messrs. Lamke & Rogge, ship and freight brokers, in their circular a fortnight ago stated that all trades had been suffering severely and the losses sustained by the rice and sugar merchants, steamship owners and time-charterers, considering that this is usually one of the busiest months during the season, must have been very heavy. Improvement in the local rice market and in the demand for tonnage has now set in.

H.E. THE GOVERNOR.

SPENDS A DAY WITH THE VOLUNTEERS.

About a hundred members of the Hongkong Volunteer Reserves and the Volunteer Scouts entertained H.E. the Governor and his aide-de-camp with some excellent field-work yesterday. The men journeyed to Fanning by train, and then, with the help of "Puffing Billy," for which the Volunteers have other significant names, reached open country two miles beyond the camp of the 8th Regt.

In the morning there was some exciting skirmishing, the Scouts forming the defence and the Reserves attacking. The Scouts took full advantage of the shelter afforded by a range of hills and seemed invulnerable. However, as the result of some clever flanking the Reserves, at the time the whistle went, had succeeded in enveloping the position, though the Scouts were still capable of a protracted resistance and had already drawn a section of the Reserves between two fires.

When the men had formed up on the side of the hill, H.E. the Governor expressed the pleasure it afforded him at seeing such a satisfactory muster. He mentioned that the Volunteers, and also the Reserves, were held in very high esteem by the Regular Forces of the Colony, and in doing such a work the Volunteers, he said, were doing their duty as the Colony as British subjects. It was a laudable ideal for young Britons to be British Colonies to become well versed in the use of arms, for defensive purposes.

After tiffin the men took part in a competitive rifle shoot between the Reserves and the Scouts, which, after several exciting ties, was won by Section I of the Reserves with seven hits. Subsequently the Volunteers, no doubt fearing another encounter with "Puffing Billy," marched to Fanning, where they entrained for Kowloon, having been in the field practically all day.

The Scouts were under the command of Capt. Stewart and the Reserves were in charge of President L. G. Bird. It is interesting to note that H.E. the Governor fired four shots for the section Commanders' section and splintered three times as a result.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE NAVY SCANDAL IN JAPAN.

MR. HERRMANN LIBERATED ON BAIL.

NAVAL CAPTAIN CASHIERED FOR CRITICISING THE NAVY.

Tokyo, March 1st.

Mr. Herrmann, the Manager of Siemens-Schuckert, has been liberated on bail in ¥2,000, which is the largest sum ever demanded as bail in Japan.

Mr. Herrmann is ill and has gone to Kamakura to recuperate.

Efforts to bail Mr. Pooley have failed. Mrs. Pooley is visiting her husband.

Admiral Fujii and Captain Sawasaki, whose conduct in connection with the affair has been investigated by a Board of Inquiry, have been sent for trial by court-martial.

Paymaster Captain Katagiri has been cashiered and stripped of his decorations for criticism of the Navy.

In reply to complaints in the Press, the British Ambassador has issued an assurance that Mr. Pooley is receiving every consideration in prison.

[THROUGH REUTER'S AGENCY.]

SUDDEN DEATH OF CHINESE EX-PREMIER.

POISONING SUSPECTED.

Tientsin, February 28th.

The ex-Premier, Mr. Chao Ping Chuen, the right-hand man of President Yuan Shih-kai, was taken suddenly ill on Thursday night and died the next afternoon. Poisoning is suspected.

THE INVESTMENT MARKET.

A REACTION IN GILT-EDGED SECURITIES.

LONDON, February 28th.

Gilt-edged securities have reacted in consequence of the imminent issue of £5,000,000 worth of Canadian Government 4 per cent. stock, at 99.

NEW DESTROYER'S FLIGHT.

STUCK FAST ON ROCKS IN THE CLYDE.

LONDON, March 1st.

The new destroyer *Laverock* is stuck fast on the rocks in Skelmorlie Bay, Clyde. The crew were landed.

ROYALTY AT RAILWAYMEN'S CONCERT.

SUFFRAGETTES FOILED.

LONDON, March 1st.

A choir and orchestra of 500 railwaymen, conducted by a Railway Director, gave a concert in the Albert Hall on Saturday evening, in aid of the Railway Benevolent Institution, in the presence of their Majesties the King and Queen.

Suffragettes made an attempt to address the King and Queen, but were foiled by the organisers, who began playing the instrument. The interrupters were ejected.

ECHO OF THE AMERICAN MINERS' STRIKE.

THREE TRADE UNIONISTS CHARGED WITH MURDER.

HOUGHTON (MICHIGAN), March 1st.

Three members of the Western Federation of Miners have been arrested on a charge of murdering three non-unionist English miners at Painsdale on the 7th December. The victims were shot in their beds with rifle-bullets aimed from the direction of a neighbouring wood.

INTERNATIONAL FOOTBALL.

LONDON, March 1st.

The International Association football match between Scotland and Wales at Glasgow resulted in a goalless draw. There were 8,000 spectators at the game, which was played under wretched conditions. Scotland were superior throughout, but were weak in front of goal, while the Welsh defence was stubborn.

In the International Rugby match, Ireland v. Scotland, at Dublin, the Irish fifteen won by 6 points to nil. There was a huge crowd. On a sloppy ground, play ruled fairly even in the first half and at the interval there was no score. Ireland, despite a weakened team, played a great game in the second half, and ran out winners cleverly.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

PREMIER RECEIVES NATIONAL SERVICE DEPUTATION.

"APPREHENSIONS GROUNDLESS."

LONDON, February 28th.

Mr. Asquith has received an important non-party deputation advocating National Service. The deputation was headed by Earl Roberts and Field-Marshal Sir Evelyn Wood, and included representatives of the Navy, the Territorial Army, the Church, and the professions.

Mr. Asquith emphasised the point that an important sub-committee of the Defence Imperial Committee was considering the whole question and had practically come to a unanimous decision, which would show that the Navy was as capable as ever it had been for protecting the country from invasion. He affirmed that the Territorials had shown a vast improvement on the Volunteers, but they might require more encouragement in some respects. He considered, looking at the present condition of the Navy and the Army, that the deputation's apprehensions were groundless, and he did not favour compulsory service.

MOROCCAN PROTECTORATE LOAN.

PARIS, February 28th.

The Senate has approved of the Moroccan Protectorate Loan of 170,250,000 francs.

THE ARREST OF A MISSIONARY AT THE CONGO.

AN URGENT REQUEST FOR INFORMATION.

LIEBON, February 28th.

The Minister for the Colonies has telegraphed to the Governor of Angola urgently requesting information regarding the arrest of the Rev. Mr. Bowskill, a Baptist missionary, at the Congo.

DEPORTEES' WARM RECEPTION AT LONDON MEETING.

LONDON, February 28th.

Labourites gave a great public welcome to the deportees at the Opera House. The meeting promised to assist the deportees to return free that they might continue their work for organised labour, and that such tyranny in the future would be rendered impossible.

Mr. G. H. Henderson, M.P., presided, and on the rising of the curtain the deportees were accorded a hearty reception, after which the "Red Flag" was sung.

A resolution was adopted greeting the deportees and denouncing the proceedings of the Union Government as an outrage on the liberty of the working class and constitutional freedom.

FRENCH GOVERNMENT'S PROPOSALS.

APPROVED BY LARGE MAJORITY.

PARIS, February 28th.

The debate in the Chamber of Deputies on the Government's income-tax proposals was characterized by a strong attack by M. Briand on the general policy of the Premier, M. Caillaux. The debate resulted in the adoption by 329 votes to 214 of a resolution approving of the Government's Fiscal Reform policy, notably the relief of land from taxation. It is now expected that the Ministry will last until a General Election.

FIGHTING IN NORTH AFRICA.

200 SOLDIERS KILLED.

BENGHAZI, February 28th.

A battalion of Erythrean troops advancing yesterday on Sidi Ibrahim routed 600 insurgents. The latter left 170 dead on the field. An Italian officer and 20 Askaris were killed and several were wounded.

THE "PEOPLE'S ARMY."

SUFFRAGETTES ARRESTED.

LONDON, February 28th.

In connection with the drilling of the so-called "People's Army," organised by Miss Sylvia Pankhurst in the East End of London, four arrests were made yesterday evening, including Miss Ethel Smyth, the composer.

BOXING IN AUSTRALIA.

A REGRETTABLE AFFAIR.

MELBOURNE, March 1st.

Alf Morey defeated Johnny Summers on a foul in the seventh round. Summers struck the referee when the decision was announced.

[THROUGH REUTER'S AGENCY.]

TROUBLE IN SOUTH PERSIA.

SERIOUS FIGHTING IN FARSIKISTAN PROVINCE.

TEHRAN, February 28th.

Serious fighting has taken place between gendarmes and Nasridians at Kazerun. Major Ohlson, a Swede, was killed. About 150 gendarmes are now defending the Barracks. Small reinforcements and two Maxims have left Shiraz, which is about 55 miles distant from Kazerun.

TURKEY AND GREEK ISLANDS.

A DEFINITE REFUSAL.

LONDON, February 28th.

Reuter states that Turkey has again proposed to Greece to exchange other islands for Chios and Mytilene. Greece replied that it could not depart from the course marked out by the Powers, and, anyhow, Greece could under no circumstances allow Chios and Mytilene to revert to Turkey.

TURKISH AEROPLANE DISASTER.

INTREPID AVIATOR KILLED.

CONSTANTINOPLE, March 1st.

Two aeroplanes went out for experimental long distance flights. One, with Fethy Bey and Sadik Bey aboard, when leaving Damascus for Jerusalem, fell, and both airmen were killed. Fethy Bey is the intrepid aviator who performed daring exploits in the recent war. The disaster is a serious blow to Turkish aviation, which is in its infancy. The other aeroplane, with Noury Bey and Hakkı Bey, reached Damascus after several stoppages.

AUTONOMOUS MOVEMENT AT EPIRUS.

GREEK PREMIER'S STRONG ACTION.

LONDON, February 28th.

M. Venizelos, the Greek Premier, is taking the strongest action to suppress the growing autonomous movement at Epirus and has cashiered an officer leading the movement, although he belongs to a highly influential family. He has also ordered the arrest of the President of the autonomous government.

NORTHERN TERRITORY'S GREAT MINERAL WEALTH.

CONSTRUCTION OF RAILWAYS RECOMMENDED.

MELBOURNE, February 28th.

The Majority Report of the Royal Commission on the Northern Territory (of South Australia) regards that territory as primarily a mining and stock country, and says that it contains metalliferous areas of an enormous extent. The Report recommends the construction of railways costing £7,500,000.

SUCCESSFUL IRRIGATION IN AUSTRALIA.

SYDNEY, February 28th.

Irrigation has shown splendid results at Murrumbidgee. There has been no rainfall for six months, yet the crops are good, while the fruit is excellent. Dairying is also successful.

THE EXECUTION OF MR. BENTON.

VILLA AGREES TO EXAMINATION OF THE BODY.

WASHINGTON, February 28th.

A United States official left to-day for Chihuahua to make arrangements for an examination of Mr. Benton's body.

General Villa has agreed to an examination of the body by two Americans and two British representatives, and a doctor, and he provides a special train for these.

THE HANGING OF VERGARA.

WASHINGTON, February 28th.

Mr. Bryan has announced that a demand for the punishment of those responsible for the hanging of the American Vergara, who is alleged to have been hung at the order of the Federal Commander in Texas, has been sent to Mexico City.

AUSTRALIAN SCIENTIST'S STRANGE DEATH.

CALCUTTA, March 1st.

The Australian scientist, Dr. Fox, has died from a snakebite. He had been most successfully demonstrating to the Indian authorities the efficacy of his antidote, and had just cured a goat at the Zoo when a poisonous *Krait* bit him on the hand, inflicting five tiny punctures. He treated four, but overlooked the fifth.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

DISTINGUISHED AEROPLANE PASSENGERS.

COUNTRESS DUDLEY EMULATES RECORD.

LONDON, March 1st.
The First Lord of the Admiralty, Mr. Winston Churchill, flew at Hendon yesterday, as a passenger, to a height of 3,000 feet. The Countess Dudley looped the loop five times at Worcester as a passenger.

AMAZING ROBBERY IN PARIS.

SECURITIES WORTH £40,000 STOLEN IN BROAD DAYLIGHT.

PARIS, March 1st.
A postal motor van which was delivering registered packets to the Banks and financiers was robbed of securities to the value of £40,000 in broad daylight. The robbers presumably stole the securities when the guard had left the vehicle momentarily.

M.C.O.'S TOUR IN SOUTH AFRICA.

FIFTH TEST MATCH.

PORT ELIZABETH, February 28th.
In the fifth test match South Africa scored 193 (P. Hands 83).
England replied with 377 for 8 wickets (Mead 117).

DEATH OF THE EARL OF MINTO.

FORMER VICE-ROY OF INDIA.

LONDON, March 1st.
The death is recorded of the fourth Earl of Minto, G.C.M.G., G.C.S.I., G.C.I.E., P.C. D.L., LL.D., in his 67th year.
[The late Earl served with the Turkish Army in 1877, was in the Afghan War two years later, and acted as Private Secretary to Lord Roberts at the Cape in 1891, volunteering in the Egyptian campaign in the following year. After being Military Secretary to the Governor-General of Canada in 1899, during the Empire in that capacity for six years, after which he was Viceroy of India for five years until 1910. He owned about 16,000 acres. He is succeeded by his son, Viscount Melgund.]

THE HONGKONG UNIVERSITY.

ENGINEERING SOCIETY'S "AT HOME."

The Engineering Society of the Hongkong University gave an "At home" to parents of students and their friends at the University on Saturday evening, and notwithstanding the disagreeable weather, the handsome hall was crowded. Following a conversation, there was a concert, an excellent and varied programme giving much pleasure. Mr. and Mrs. Turnbull and Mr. E. A. Britton contributed a pleasing violin and piano trio; the pianoforte solos of Mrs. A. C. Franklin, Mrs. Turnbull, and Mr. Turnbull merited the hearty applause which they were accorded, and the songs by Mrs. F. Clark, Mrs. Chan, and Mr. Hall were all well rendered. Among other items were a recitation by Mr. Woon Chow Foon, a violin solo by Mr. Britton, an extremely laughable comic song by Mr. Chau Yat Kwong, an overture by Mr. C. Jorge, and a pianoforte duet by Professor E. Danenberg and Mr. Wei Wang Lok. Special mention must be made of the selection of Chinese music by Mr. Poon Yin Tat and the Chinese song by Mr. Wm. Hall, the latter evoking roars of laughter. The concert was of an informal nature, and there were many little "accidents," which, while being rather embarrassing to the performers, added greatly to the entertainment of the audience. At the close Mr. Fung Man Sui, the Vice-Chairman of the Society, expressed the thanks of the Society to those who had contributed to the enjoyable programme, to the lecturers for their advice and assistance, and to Professor C. A. Middleton-Smith who took such a deep interest in the engineering students and in the University students as a whole.

IMPORTANT RAILWAY SCHEMES.

CONTRACTS WANTED BY A FRENCH SYNDICATE.

We are informed on reliable authority that a well-known French State Bank has sent a representative to Canton and Peking with a view to arranging the contract for a railway from Changchao to Nanjing, and one from Tengueh to Posen and Yunnanfu. An official of high standing in the Yunnan Government is reported to be doing his utmost to secure these contracts for the French syndicate.

OFFICIAL APPOINTMENTS.

H.E. the Governor has appointed the Hon. Mr. C. McI. Messer to be a Director of the Widows' and Orphans' Pensions, vice Mr. R. H. Crofton, resigned.
H.E. the Governor has appointed Mr. E. W. Hamilton to act as Secretary to the Sanitary Board during the absence on leave of Mr. O. F. W. Bowen-Rowlands, with effect from the 27th February, 1914.

TELEGRAMS.

[“DER OSTASIATISCHER LLOYD” SERVICE.]

CHINA SERVICE.

CHAO PING CHUEN POISONED.

PEKING, February 28th.
Chao Ping Chuen is dead. There was a rumour that he had died from apoplexy, but closer investigation revealed the fact that he succumbed to poison given him on Thursday.

LATER.

The death of Chao Ping Chuen has created great consternation at Peking. He took ill last Thursday afternoon and telegraphed immediately for leave of absence, which was granted him by the President. After taking medicine yesterday morning, his condition grew critical. The President yesterday at noon sent to Tientsin Chu Chia Pao, who was the last Viceroy of Anhui under the Manchurian régime. Chao Ping Chuen died at three o'clock in the afternoon.

Yuan Shih-kai has lost in him one of his staunchest supporters.

The Minister of the Interior left this morning for Tientsin to make personal enquiries.

Among the probable successors of Chao Ping Chuen the former President of the Military High Court, Lu Chen Ching, is named.

From doses of the same poison as that from which Chao Ping Chuen died, there have already died at Canton, Major-General Li Shikuei and Lieutenant-Colonel Chang Chisping, both zealous adversaries of the rebels. The poison is of infallible action within twenty-four hours, and is odourless and tasteless.

VICTORY OVER "WHITE WOLF."

PEKING, February 28th.

Major General Wang Tsai Yuan reports that he has gained a decisive victory over "White Wolf," near Kuangchow in south-eastern Honan. "White Wolf," who lacks ammunition, has himself fled. Pursuit is slow by reason of the absence of roads in the country.

HSUE SHI CHANG.

PEKING, February 28th.

It is definitely settled that Hsue Shi Chang will come to Peking during the next few days for a personal and friendly talk with the President.

THE MONGOLIAN RULER ILL.

PEKING, February 28th.

The Hutuktu is down with severe illness.

THE NEW DEPUTY TUTUH OF CHIHIL.

PEKING, March 1st.

Chu Chia Pao, formerly Imperial Governor of Anhui, has been appointed Deputy Tutuh of Chihil Province.

EUROPEAN SERVICE.

PRINCE OF WIED AT THE RUSSIAN COURT.

T.I.M. the Czar and Czarina, in the presence of Mr. Sassonow, cordially received the Prince of Wied.

THE RAILWAY STRIKE IN PORTUGAL.

BERLIN, February 28th.

Seventy-eight Portuguese were arrested at Cadix on account of aiding the strike of the railway men in Portugal.

FREIGHT RATE ON GLASS-WARE.

BERLIN, February 28th.

The rate of freight on glass-ware to East Asia has been reduced.

THE ZABERN AFFAIR.

BERLIN, February 27th.

The Committee of the Reichstag on the Zabern Affair, which was to revise the rules of military competence, has been dissolved, as the factions could not agree. The settlement will devolve upon the federal governments.

RAILWAY SCHEMES IN SOUTH-EAST EUROPE.

BERLIN, February 27th.

The question of the Railways in South-East Europe has been settled. German influence will be assured by the link with the Anatolian Railway, while the western lines will be under Austrian, Servian and French control.

TELEGRAMS.

[“DER OSTASIATISCHER LLOYD” SERVICE.]

THE BLOCKADE OF MANILA IN 1898.

ADMIRAL DIEDERICH'S ON ADMIRAL DEWEY'S AUTOBIOGRAPHY.

BERLIN, February 27th.

The *Marine-Rundschau* contains an article by Admiral Diederichs in refutation of Admiral Dewey's assertions regarding the happenings at Manila in 1898, contained in the latter's autobiography. Admiral Diederichs says that there was no uninvited interference by the German men-of-war in the warfare being conducted by the Americans; in fact, Admiral Dewey's orders, although not in order, were wholly respected. Admiral Diederichs at the time received an intimation from the German Foreign Office to the effect that H.M. the Emperor declined to entertain the thought of a protectorate over the Philippines. The intercourse of the German vessels with those of the Spaniards had in no way been of a friendly character than that of the vessels of the other neutrals. From the exchange of letters between Admirals Diederichs and Dewey it is proved that Dewey did not claim the right of search of neutral men-of-war and his threat towards Captain Hintze was not carried out. Admiral Diederichs acknowledges that the blockade was carried out in a benevolent manner by Dewey, who had merely been rendered nervous by the gossip of interested parties. The relations between Admirals Diederichs and Dewey had become friendly again even while they were still at Manila. In contradiction of the autobiography stands the fact that Dewey then acknowledged verbally and by letter that the misunderstanding was attributable to gossip.

REBELLIOUS MOVEMENT IN THE EPIRUS.

BERLIN, February 27th.

Zographos, the leader of the rebellious movement in the Epirus, has hoisted the flag of independence. The Military leader of the rebellion is a Greek Colonel. Greece has promised the Powers that she will suppress the movement and has further stated that preparations are in progress for the evacuation of South Albania. The Italian Press is distrustful of Greece.

GREAT CARTOONIST DEAD.

LONDON, February 27th.

The celebrated cartoonist on the staff of *Punch*, Sir John Tenniel, whose cartoon, "Dropping the Pilot," at the time of Bismarck's dismissal, is universally known, is dead.

GERMAN EX-MINISTER'S BIRTHDAY.

BERLIN, February 27th.

Herr v. Padbielski, a former Minister, has celebrated his 70th birthday, and was the recipient of universal felicitations.

THE CZAR'S POLICY.

BERLIN, February 27th.

The programme of the Czar aims at controlling the Finance Minister by a policy dictated by the Emperor himself, and originating from M. Goremykin. Its object is the carrying out of the October Manifesto of the Conservative parties of the Duma and Imperial Council.

Count Witte would like to become chairman of a special board for carrying through the German-Russian Treaty of Commerce, preparing the way for his own return to the Premiership.

OIL IN NEW GUINEA.

CLOSED TO PROSPECTORS.

BERLIN, February 27th.

Dr. Solf, German Colonial Secretary, has intimated that German New Guinea will be immediately closed to prospectors for oil.

RUSSIA'S NAVAL PROGRAMME.

BERLIN, February 27th.

The Russian Naval Programme provides for the construction of six cruisers, thirty-six torpedo-boats and twelve submarines.

RANDOM REFLECTIONS.

In the very near future the Royal statues will be so guarded that ignorant display will not affect them. They are also to undergo a scrubbing, and, therefore, I look forward to them filling their rightful role as features of the city. Too long have they remained exposed and uncleaned for, and their deplorable condition has luckily roused the sympathy of those who are in the happy position of being able to assist. Fully realising the unhappy state of affairs, the Hon. Mr. Pollock asked the Colonial Secretary what steps the Government proposed to take, and when, for the preservation of the statues in Royal Square from contact with the public. The reply was to the effect that provision will be made in the estimates for placing rails around the statues, and the Sanitary Department have been instructed to keep the pedestals in a cleanly condition. I had looked forward to a spiky reference to the statues, but the matter was dealt with in cold government form. However, it is definite, and that is the chief thing.

Longevity should, quite naturally, be a feature of Hongkong. A medical gentleman, who has been going in for orthodox research, has discovered that those people who reside at full length on long chairs live longer. In common with other tropical places, Hongkong has a happy knack of influencing one strangely with regard to rest. Your chief desire is to discover a shady corner, pull up your long cane chair and just fall into it, and stay there, rising lazily now and again to engage in mortal combat with an over-inquisitive mosquito. As the years roll on, if the medical gentleman referred to can be relied upon, Hongkong should be peopled by quite a number of grey-beards, who, instead of attributing their great age to some wonderful medicinal product, will simply point to the long cane chair and advise youngsters accordingly.

It would mean much to the general health of Europeans if a law of some description could be passed prohibiting gentlemen under the age of 30, to say the least, from riding in rickshas more than two or three times a day—when absolutely necessary—and ascending the Peak in chairs only when residing above a certain level in the cooler season. This from a reader to whom the sight of young Europeans riding instead of walking, if only for a few yards, is a continual source of worry; it is against all the laws of nature. He adds: "When there was a strike of rickshas and chair coolies Victoria assumed a normal and healthy-looking appearance. Instead of riding everywhere, and jumping into a ricksha or chair on the least pretence, people walked; the legs fulfilled their natural functions, and, really, I saw more smiling faces than ever before. Walking produced its usual invigorating effect, and that reflected itself in the features. When the strike was ended, a blow was struck at nature, and now the wastage of legs continues."

That correspondent has my sympathy. There are many of us who feel in the same way: that the rickshas and chairs are becoming a menace to the health of the European community. People breakfast, jump into a chair or ricksha, ride to office, journey to tiffin and return in the same way, and also get dragged to dinner. Such a procedure is a profound enemy to the proper performance of one's physical attachments. The legs become loose and infirm, and abdominal development quickly ensues, due to fatty degeneration of the heart and an overgrown liver. Of course, one does not become a physical degenerate at once, but this adoration of chairs and rickshas lays a very sure foundation. And the less you walk the less you feel inclined to stretch your legs. Of course, the coolies become comparatively wealthy, and develop muscular legs as a result, but if Hongkong would walk when possible instead of ride, the development would not be all on the one side. Hundreds of legs must be longing for fair and proper treatment.

To be suddenly transported and placed in the centre of an up-to-date Society Ball at Home would be an almost horrifying experience for those who have been separated from the homeland for a few years. Numerous cases have been introduced in dances and deers, and now we have the green hair craze, and some people are really brave enough to admit that a pale face with brown eyes and a green supply of green hair is a real attraction. Others, quite sanely, hold different opinions, and compare these crazy functions with things anything but picturesque. Personally the Tango and the Mixie held no terrors for me—they fascinated me somewhat—but a green-haired partner, oh, horror! Of course, green eyes will follow, or some other absurd idea from a brain which has ugly distortions, and the beauty of the ball-room will be yet another sacrifice to a crazy god.

RODERICK RANDOM.

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT—

THE MEDICAL HALL.

HONGKONG.

CORRESPONDENCE.

HONGKONG AND KOWLOON WHARF AND GODOWN CO.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Hongkong, 28th February.

DEAR SIR,—As a shareholder I am much exercised over the 27th annual report of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

Rightly or wrongly, the directors of this concern are withholding from the shareholders at the moment money which could have been distributed without in any way lessening the financial strength of the Company.

A study of the figures as presented will reveal the following facts:—

In the first place, the earnings for 1913 exceeded those for 1912 by \$117,511.12.

Turning to Reserve Fund I find that in 1912, it stood at \$500,000.00.

To which is added now \$100,000.00.

Making a grand total of \$600,000.00 notwithstanding that the amounts written off on launches, lighters machinery, Kowloon wharves, West Point wharf, and railways and rolling stock were \$105,512.32, as compared with \$87,319.38 in 1912.

The "repair" account is exceeded by \$38,013.39, which, I presume, included the valuable improvements in the storage capacity (about 50 per cent.) of the warehouses through the erection of another floor to several godowns, of which no mention was made in the report, although the acquisition of one wooden lighter of 60 tons was thought more important.

I recognise the attractions of hidden reserves and provision for depreciation of properties, but must confess it seems to me a good plan for the Company to disclose the individual book-values of the above-mentioned items as compared with the costs for re-instatement.

For example, the five wharves stand in the books of the Company at about \$50,000 above what it is currently said the proposed new wharf will cost.

Under this huge sum of \$273,724.38 under "Sundry Creditors" the Directors might enlighten the shareholders, as it would appear to be actually an asset, in view of the fact that it appears to remain more or less stationary round about this figure.

Looking up the Building Account, I read that nine Chinese houses were sold and probably paid for in 1912, but the amount was, for some reason which the directors have deemed unnecessary to explain, kept over for this year's report.

According to statement, Buildings cost \$56,910.00. Leaving for 12,500 sq. ft. of land (see 1913 account) 10,580.00.

\$ 67,500.00

which, I understand, was the price obtained for the property. The price for the land works out at 84 cents only. Land at Kowloon is composed of:—

M.L. 589,271 sq. ft. (see 1913 report) valued at \$2,783,084.00

\$4

L.L. 242,118 sq. ft. (see 1913 report) valued at 726,354.00

\$3

As against a book-value of 1,333,637.00

Showing a surplus of \$2,185,811.00

Land and Buildings at West Point are reported to be worth at least \$ 600,000.00

As against a book-value of 263,143.00

Showing again a surplus of \$ 336,857.00

Let me summarise:—

Surplus value of Land at Kowloon over book-value \$2,185,811.00

Surplus value of Property in West Point 336,857.00

Surplus value of Buildings (unknown) —

Surplus value of Wharves, say 111,000.00

Reserve 600,000.00

Equalization of Dividend Fund 150,000.00

Assuming that portion of "Sundry Creditors" Account represents provision made in the past for some special purpose, say 200,000.00

Total \$3,583,668.00

The capital of the Company is \$3,000,000, while from the above estimate, it would appear the surplus value of a few items of assets alone exceeds the capital, this without taking into consideration the following liquid assets:—

Railways, etc. \$ 99,367.24

Launches 56,367.25

Lighters 282,235.13

Machinery 157,193.30

Wharf at West Point 6,000.78

Sundry Debtors 135,280.14

Cash at Bank 8,383.04

Coal and Stores 7,301.16

Total \$803,145.04

The assets of the Company are hence in the neighbourhood of \$7,200,000—against a share capital of \$3,000,000, showing the intrinsic value of each share to be not less than \$120, as against the market value of \$84.

Instead of writing down assets, therefore, the Company would be justified in writing them up, but assuming it had policy to "water" stock, the directors might, without impairing the Company's position, recommend an enhanced dividend.—Yours faithfully,

J. M. DA ROCHA.

INTIMATIONS.

PUBLIC OPINION



PUTS JOHN HAIG'S WHISKIES

AT THE TOP. RECOGNIZED EVERY-

WHERE AS THE HIGHEST QUALITIES

OF WHISKIES IT IS POSSIBLE TO

BUY.

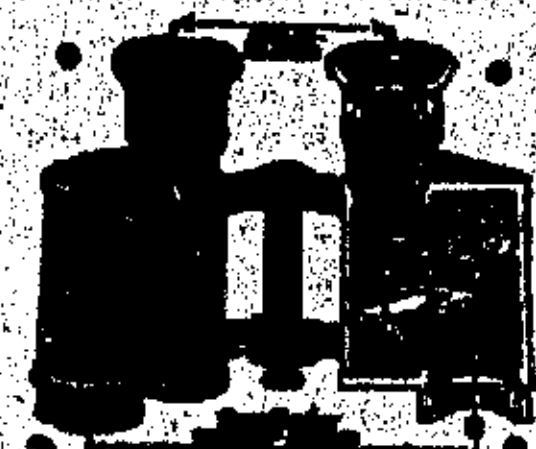
OBTAINABLE EVERYWHERE

SOLE AGENTS:

H. RUTTONJEE & SON,

14, QUEEN'S ROAD CENTRAL.

[26]



ZEISS

PRISM

FIELD GLASSES.

NEW LIGHT WEIGHT MODELS.

4 power ... TUROL ... £5.10.0

6 power ... TUREX ... 5.15.9

8 power ... TURACT ... 6.10.0

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS,

HONGKONG.

[34]

CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1834).

SOLE AGENTS

FOR THE FAMOUS

BL WHISKIES

GOLD LABEL AND WHITE LABEL.

Flavour, Purity and Maturity Guaranteed.

SEND FOR A FREE

SAMPLE.

[31]

9, Queen's Road,
Hongkong, 21st October, 1913. [11]

VESSELS ON THE BERTH

GLEN LINE (MOORE, GOW & CO., LTD.)

THE Steamship
"GLENHARRISON" (Capt. H. J. Henderson),
 For HAMBURG, LONDON, ROTTERDAM & ANTWERP.
 The above steamer will be despatched for the
 Ports named, on 5th March.

"GLENLOCH" (Capt. J. A. McGee),
 For LONDON via FLYMOUTE.
 This steamer will be despatched for the above
 Port on or about 31st March.

Baggage, Passage, Hongkong to LONDON
 (including First Class Rail Fare Plymouth
 to London) £40.

For freight or passage, apply to
SHEWAN, TOMES & Co.,
 Agents,
 Hongkong, 24th February, 1914. [192]

THE "INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK
 (With Liberty to Call at Malabar Coast.)
THE Steamship

"INDRADEO"
 Captain T. R. Evans, will be despatched as
 above on **TUESDAY**, the 10th March.
 This steamer has excellent accommodation for
 limited number of Saloon Passengers.
 For freight and passage, apply to
JARDINE, MATHESON & Co., Ltd.,
 Agents,
 Telephone No. 215, Sub. Ex. 2.
 Hongkong, 12th February, 1914. [268]

THE DOLLAR STEAMSHIP CO.

PROPOSED SAILINGS.

FOR SAN FRANCISCO AND SAN PEDRO.

S.S. "ROBERT DOLLAR" On 31st Mar.
 S.S. "M. S. DOLLAR" On 28th Apr.

Connection made with Salt Lake Railway at
 San Pedro for OVERLAND route.

For rates, space and further particulars
 apply to

THE ROBERT DOLLAR CO.,
 V. M. SMITH,
 Manager,
 Telephone 792.
 Hongkong, 11th February, 1914. [274]

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P.M. str. *China* left Yokohama for
 Hongkong via Manila on the 23rd
 February. The United States mail has
 been transferred to the I.G.M. str.
Derfingier, which is due to arrive here
 on the 2nd March, at noon.

THE AUSTRALIAN MAIL.
 The I.G.M. str. *Coblenz* left Yap on the
 25th February, p.m., and may be expected
 here on or about the 4th March, p.m.

The E. & A. str. *Eastern* left Sydney
 on the 18th February, for this port (via
 Queensland Ports, Port Darwin, Timor
 and Manila), and may be expected to
 arrive here on or about 14th March.

THE GERMAN MAIL.
 The I.G.M. str. *Prinz Bielefeld*,
 carrying the German mails, with dates
 from Berlin of the 4th February, left
 Singapore on the 28th February, at
 6 p.m., and may be expected here on or
 about the 5th March, at noon.

MERCHANT STEAMERS.
 The H.A.L. str. *Asyria* left Singapore
 on the 22nd February, a.m., and may be
 expected here on or about the 2nd March,
 a.m.

The A.L. str. *Africa* left Singapore for
 this port on the 25th February, p.m., and
 will arrive here on the 3rd March, a.m.

The H.A.L. str. *Suevia* left Tsingtau
 on the 26th February, p.m., and may be
 expected here on or about the 3rd March,
 a.m.

The N.D.L. freight str. *Tuebingen* left
 Singapore on the 26th February, at 6 a.m.,
 and may be expected here on or about
 the 4th March, at daylight.

The N.Y.K. str. *Kashima Maru* (European
 Line) left London for this port via
 ports of the 31st January, and is expected
 here on the 11th March.

The Megal Line str. *Pathan* left U.K.
 on the 25th January, and is due to arrive
 here on or about 5th March.

The Barber Line str. *Satsuma* left New
 York on the 14th January, and is due to
 arrive here on or about 14th March.

The N.Y.K. str. *Yokohama Maru*
 (American Line) left Seattle for this
 port via ports of the 10th February, and
 is expected here on the 16th March.

The Danish str. *Armen* left Port Said
 on the 26th February, and may be expected
 here on or about the 26th March.

The Mogul Line str. *Lothian* left
 United Kingdom on the 21st February,
 for Hongkong via Seattle, and is due to
 arrive here on the 3rd March.

The American & Manchurian Line str.
Kato, passed the Suez Canal on the 24th
 February for Hongkong direct.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Yaching, from Calcutta, is due in Hong-
 kong 6th March.
Mauving, from Fremantle, is due in
 Hongkong 10th March.

SHIPS LINE, LIMITED.
Radnorshire, from Singapore, is due in
 Hongkong 4th March.
Den of Airline, from Pacific, is due in
 Hongkong 5th March.

INDO-CHINA S. NAV. CO., LTD.
 PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS TO SAIL
 SHANGHAI AND SWATOW "WINGSANG" Tuesday, 3rd Mar. D'light.
 SANDAKAN "HINSANG" Tuesday, 3rd Mar. Noon.
 SHANGHAI, NAGASAKI, KOBE & M. J. "NAMSANG" Wed. day, 4th Mar. D'light.
 SHANGHAI via FOCHOOW "LOKSANG" Wed. day, 4th Mar. D'light.
 TIENTSIN via SWATOW & CHEFOO "CHIEFANG" Wed. day, 4th Mar. Noon.
 SHANGHAI, PENANG & CALCUTTA "LAISANG" Friday, 6th Mar. D'light.
 YOKOHAMA, KOBE & MOJI "YATSHING" Friday, 6th Mar. 2 p.m.
 MANILA "YUENSANG" Saturday, 7th Mar. D'light.
 MANILA "LOONGSANG" Saturday, 14th Mar. 2 p.m.

RETURN TOURS TO JAPAN.
 The Steamers "KUTANG" and "LAISANG" leave about every 3 weeks for
 Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days.
 This service is supplemented by the "KUTANG" (2 weeks) and "YATSHING" (2 weeks) and
 "LAISANG" (2 weeks) leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning
 direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.
 A daily qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout
 with Electric Light.

4 Tons Cargo on through Bills of Lading to Yaching, Chefoo, Tientsin, Dairen, W'wei, Tientsin, Chefoo,
 Telephone No. 215, Sub. Ex. 4.
 4 Tons Cargo on Through Bills of Lading to Kaitak, Takao, Dairen, Simpo, Tawao, Utsunomiya,
 Jesso, and others.
 Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,**
 Hongkong, 2nd March, 1914.

VESSELS ADVERTISED AS LOADING

To ascertain the schedule of any vessel, the Harbour Master's Office, divided into four sections commencing from Green Island, Vessels sailing direct to Hongkong are marked "L",
 nearest Hongkong, "M", midway between Hongkong and Kowloon, "N", and those vessels berthed at the Kowloon Wharf "K", together with the names of the agents.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Kowloon Wharf. 3. From Kowloon Wharf to Naval Yard. 4. From Naval Yard to East Point.

VESSEL'S NAME	FLAG	REG.	PORT	AGENTS	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	Belg.	Belg.	Belg.	D. Ashby	P. O. S. N. Co.	On 4th inst. at 10 a.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.	C. C. Talbot, & Co.	JARDINE, MATHESON & Co., Ltd.	On 4th inst. at 10 a.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.	J. McGregor	P. O. S. N. Co.	On 14th inst. at Noon.
LONDON & ANTWERP	Belg.	Belg.	Belg.	W. J. Henderson	SHEWAN, TOMES & Co.	About 31st inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.	Dehnbach	HAMBURG-AMERICA LINE	On 5th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.	Eckhorn	HAMBURG-AMERICA LINE	To-morrow
LONDON & ANTWERP	Belg.	Belg.	Belg.	Feldmann	HAMBURG-AMERICA LINE	On 4th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 8th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 10th inst. at 1 p.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	About 10th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 11th inst. at 10 a.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 17th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 14th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 4th inst. at 1 p.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 6th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 10th inst. at Noon.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 18th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 21st inst. at 1 p.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	To-morrow, at 11 a.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	About 3rd inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 15th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 10th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 5th inst. at Noon.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 22nd Apr. at Noon.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 7th inst. at Noon.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	To-morrow, at 1 p.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 14th inst. at Noon.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 31st inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 4th Apr.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 11th inst. at Noon.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 20th inst. at 10 a.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 21st inst. at 9 a.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	To-morrow, at Noon.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	About 3rd inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 7th inst. at D'light.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	About 3rd inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 11th inst. at 11 a.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 13th inst. at 11 a.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 5th inst. at Noon.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 4th inst. at Noon.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	To-morrow, at Daylight.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	To-morrow, at Noon.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 4th inst. at D'light.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 4th inst. at 6 a.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 4th inst. at D'light.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 5th inst. at 4 p.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 5th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 6th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 6th inst. at D'light.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 6th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 6th inst. at M'light.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 9th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 10th inst. at 4 p.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 11th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	About 12th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 18th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	About 21st inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	To-morrow, at 4 p.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 5th inst. at 10 a.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 4th inst. at 8 a.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	To-morrow, at 11 a.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 4th inst. at 11 a.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 4th inst. at Noon.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 4th inst. at 11 a.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 8th inst. at 9 a.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 10th inst. at 11 a.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	To-morrow, at 4 p.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 4th inst. at 4 p.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 7th inst. at 2 p.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 13th inst. at 2 p.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 14th inst. at 2 p.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	Quick despatch.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 8th inst. a.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 7th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	To-morrow, at 5 p.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 5th inst. at 2 p.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 7th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 8th inst.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	On 8th inst. at 9 a.m.
LONDON & ANTWERP	Belg.	Belg.	Belg.		HAMBURG-AMERICA LINE	To-morrow, at Noon.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER						TO L'POOL						FROM L'POOL						FROM VANCOUVER					
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	St. John's	Liver-pool	St. John's	Liver-pool	St. John's	St. John's	St. John's	Liver-pool	St. John's	Liver-pool	St. John's	St. John's	Liver-pool	St. John's	Liver-pool	St. John's	Liver-pool
EMPERESS OF JAPAN	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave
EMPERESS OF INDIA	5 Mar.	8 Mar.	10 Mar.	12 Mar.	14 Mar.	25 Mar.	1 Apr.	8 Apr.	21 Feb.	27 Feb.	5 Mar.	10 Mar.	20 Mar.	22 Mar.	24 Mar.	27 Mar.	29 Mar.	31 Mar.	2 Apr.	4 Apr.	7 Apr.	10 Apr.	13 Apr.
EMPERESS OF RUSSIA	19 Mar.	22 Mar.	25 Mar.	28 Mar.	31 Mar.	5 April.	11 April.	18 April.	7 Mar.	13 Mar.	19 Mar.	26 Mar.	31 Mar.	2 Apr.	4 Apr.	7 Apr.	10 Apr.	13 Apr.	16 Apr.	19 Apr.	22 Apr.	25 Apr.	28 Apr.
EMPERESS OF ASIA	2 Apr.	5 Apr.	7 Apr.	9 Apr.	11 Apr.	23 Apr.	29 Apr.	6 May.	21 Mar.	27 Mar.	3 Apr.	10 Apr.	17 Apr.	24 Apr.	30 Apr.	7 May.	14 May.	21 May.	28 May.	4 Jun.	11 Jun.	18 Jun.	25 Jun.
EMPERESS OF AUSTRALIA	15 Apr.	18 Apr.	21 Apr.	24 Apr.	27 Apr.	3 May.	9 May.	15 May.	4 Apr.	10 Apr.	17 Apr.	24 Apr.	30 Apr.	7 May.	14 May.	21 May.	28 May.	4 Jun.	11 Jun.	18 Jun.	25 Jun.	2 Jul.	9 Jul.

PASSAGE RATES—HONGKONG TO LONDON.			
Steamers	Single	Return	Notes
EMPERESS OF RUSSIA	£71.10	£71.10	Meals and Sleeping
EMPERESS OF ASIA	£65	£65	Car Berth across
EMPERESS OF INDIA	£43	£43	Canada 25 additional
EMPERESS OF JAPAN	£43	£43	
EMPERESS OF AUSTRALIA	£43	£43	

Hour of Departure.—All Steamers sail from Hongkong at Noon.
 Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the
 United States have the option of returning from San Francisco by the steamer of the
 Pacific Mail S.S. Co. or P.O. Kien Kaisha.
 SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants,
 Missionaries, etc. Particulars will be furnished on application.
 AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-
 PACIFIC ROUTE.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"
 registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine
 steamers, the finest, fastest and most luxurious on the Pacific. Their passenger
 accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library,
 Lounge, Gymnasium, Laundry, etc.

SPLendid OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic
 Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND".
 HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.
 THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless
 Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.
 Route from HONGKONG via SHANGHAI, NAGASAKI, (through INLAND SEA OF
 JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please
 Apply to—
D. W. CRADDOCK,
 GENERAL TRAFFIC AGENT, Corner, Pender Street and Praya

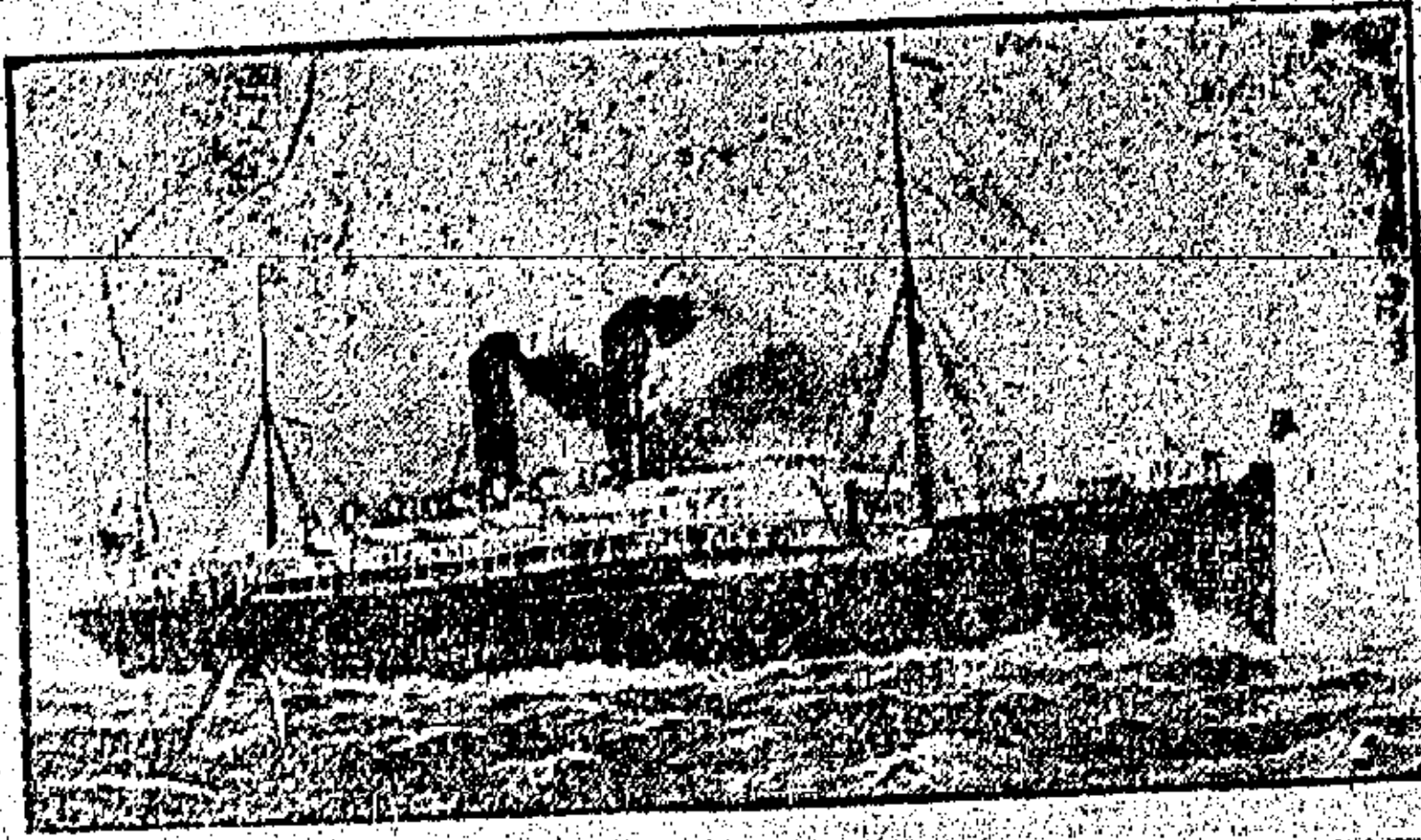
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SHIPPING

ARRIVALS.

Ship	From	Arrival
Atreus, British str.	4,200, T. N. Williams	On 4th inst. at 10 a.m.
Atreus, British str.	1st March—Yokohama 17th	On 14th inst. at Noon.

PACIFIC MAIL

STEAMSHIP COMPANY.
THE AMERICAN LINE TO SAN FRANCISCO.

From HONGKONG calling at SHANGHAI, or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK TO EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, and BICE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

Steamers	Tons	Sailing
SIBERIA	18,000	TUESDAY, 3rd Mar., at 1 P.M.
CHINA	16,200	SATURDAY, 14th Mar., at Noon.
MANCHURIA	27,400	SATURDAY, 21st Mar., at 1 P.M.
NILE	11,000	TUESDAY, 31st Mar., at Noon.
MONGOLIA	11,000	SATURDAY, 11th Apr., at 1 P.M.
PERSIA	9,000	TUESDAY, 28th Apr., at Noon.
KOREA	18,000	SATURDAY, 9th May, at 1 P.M.

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and hence direct to Nagasaki.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	One Hongkong.
14th Mar. ... CHINA	16th Mar.	3rd Mar. ... CHINA	5th Mar.
31st Mar. ... NILE	2nd Apr.	12th Mar. ... MANCHURIA	14th Mar.
28th Apr. ... PERSIA	30th Apr.	16th Apr. ... NILE	18th Mar.
27th May. ... CHINA	29th May.	2nd Apr. ... MONGOLIA	4th Apr.

FOR FREIGHT OR PASSAGE, APPLY TO—

R. C. MORTON, AGENT.

King's Building (opposite Blake Pier). TELEPHONE NO. 141.
Panama-Pacific International Exposition—San Francisco—1915.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD
S.S. "DUNERA," 5,389 tons, Capt. E. G. M. Dickinson, will be despatched to YOKOHAMA, KOBE and MOJI on 3rd March, at Noon.
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched SHANGHAI, NAGASAKI, KOBE and MOJI on 18th March.

WESTWARD
S.S. "DILWARA," 5,328 tons, Captain G. N. Ramago, R.N., will be despatched for SINGAPORE, PENANG and CALCUTTA on 3rd March, at 1 P.M.
S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched as above on 12th March.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.
HONGKONG, 2nd March, 1914

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, KOBE and MOJI	"PERKING"	6,500	About 21st March.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

MESSAGERIES MARITIMES.
FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

For	STEAMERS	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	"AMAZON"	On 9th March.
YOKOHAMA	"ATLANTIQUE"	On 23rd March.
MARSEILLES VIA PORTS	"NEPTUNE"	On 10th March, at 1 P.M.
	"AUSTRALIE"	On 24th March, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.
TRANSFERRING ON THE CO'S STEAMERS AT COLOMBO FOR CALCUTTA, BOMBAY AND AUSTRALIA, AT PORT SAID FOR THE LEVANT, CONSTANTINOPLE AND BLACK SEA.

Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.
For further particulars apply to
S. C. de RUSSIERRE, Acting Agent,
QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS: From HONGKONG: 28th February. Connecting with "SUHAT" 17th March. EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS: From Hongkong "SALAMIS" About 30th March.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.
For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG, CANTON, MACAO & PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON. 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Connecting Steamer	Steamers	Leave	Leave	Connecting Steamer	Due at	Due at
YOKOHAMA	COLOMBO	SHANGHAI	HONGKONG	from COLOMBO to MARSEILLES and LONDON	MARSEILLES	PLYMOUTH (London 1 day later)
"ORIENTAL"	"INDIA"	6 p.m. Tues.	Noon. Satur.		Friday	Thursday
Mar. 5	Mar. 10	Mar. 14	Mar. 14	MOLDAVIA	Apr. 10	Apr. 15
Mar. 19	Mar. 24	Mar. 28	Mar. 28	DEVANHA	Apr. 24	Apr. 29
Apr. 2	Apr. 7	Apr. 11	Apr. 11	ARCADIA	May 8	May 14
Apr. 16	Apr. 21	Apr. 25	Apr. 25	DELTA	May 22	May 28
Apr. 30	May 5	May 9	May 9	ASSAYE	June 5	June 12

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can also arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F A R E S.

The Fare to London and Marseilles are as follows—	LONDON	MARSEILLES
1st Saloon "A" Accommodation Single	\$55.	\$51.
2nd Saloon "B" " " " " "	\$39.	\$35.
3rd Saloon "C" " " " " "	\$24.	\$20.
1st Saloon "A" Accommodation Single	\$61.	\$57.
2nd Saloon "B" " " " " "	\$45.	\$41.
3rd Saloon "C" " " " " "	\$30.	\$26.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due at
	YOKOHAMA	SHANGHAI	HONGKONG	SPAIN	MARSEILLES	LONDON
	about	about	about	about	about	about
NORE	Feb. 17	Feb. 23	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MAITA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
KHIVA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

* New Steamer.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:
1st Saloon \$50 Single, 2nd Saloon \$35 Single, \$52 Return.

FARES TO MARSEILLES:
1st Saloon \$46 Single, 2nd Saloon \$33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT

HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 2nd MARCH, 1914.
8 a.m. HONGKONG. 5 p.m. HONAN.
10 p.m. KINSHAN.
TUESDAY, 3rd MARCH, 1914.
8 a.m. HONAN. 5 p.m. HONGKONG.
10 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers.
Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.
S.S. SUI AN, 1,851 tons.
HONGKONG TO MACAO
Week days at 8 a.m. and 9 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 2 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.
SUNDAY, 8th MARCH, 1914.
The Company's New Steamship
"TAISHAN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 4 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 p.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the Excursion Steamer returning from Macao at 8 p.m.

REDUCTION IN FARES:
Saloon Single \$2.50, Return \$4. 1st Class Single \$1.25, Return \$1.75.
2nd Class Single 80 cts, Return \$1.30.
3rd Class Single 40 cts, Return 70 cts.
Staterooms—Saloon 50 cts. per person single. 1st Class single 25 cts. return 40 cts.
One Cabin in each Class reserved free for use of Ladies.
Return tickets issued from S.S. "TAISHAN" are available on S.S. "SUI AN" leaving at 8 p.m.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. SUI AN, 1,851 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
S.S. HOI SANG, 457 tons.
Departures from Macao to Canton on Tuesday, Thursday and Sunday, at 9 p.m.
Departures from Canton to Macao on Monday, Wednesday and Friday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE:
S.S. SAINAM, 588 tons, and S.S. NANNING, 588 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 9 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANLU. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

OSAKA SHOSEN KAISHA.

REGULAR SERVICE,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	WED'DAY	Leaving
"PANAMA MARU"	J. Kano	4th March, at 1 P.M.	
"SEATTLE MARU"	T. Sato	SATURDAY, 21st March, at 1 P.M.	
"MEXICO MARU"	N. Kobayashi	WED'DAY, 1st April, at 1 P.M.	
"CHICAGO MARU"	I. Goto	THURSDAY, 16th April, at 1 P.M.	
"CANADA MARU"	H. Yamamoto	WED'DAY, 29th April, at 1 P.M.	
"TACOMA MARU"	T. Hamada	THURSDAY, 14th May, at 1 P.M.	

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fast speed and are fitted with the Wireless Apparatus.
A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	SUNDAY	Leaving
"LUZON MARU"	K. Sakawa	8th Mar.	8th Mar. A.M.

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.
FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	THURSDAY	Leaving
"DIJIN MARU"	K. Murahashi	5th Mar., at 10 A.M.	
"DAIGI MARU"	S. Tokushige	SUNDAY, 8th Mar., at 10 A.M.	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.
FOR CANTON.

Steamer	Captain	WED'DAY	Leaving
"ROSHU MARU"	K. Tachibana	4th Mar., at 8 A.M.	
"ROSHU MARU"	K. Tachibana	Leaving	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from 804. Yip Wharf (near the Harbour Office, Prince Central).
For FURTHER INFORMATION, apply to
Z. KAMIYA,
MANAGER,
Second Floor No. 1 Queen's Building.

7411

PHILIPPINES S.S. CO.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

ZAFIRO	4000	P. S. McMurphy	Manila, Mangarin, Cebu and Lolo	On 3rd Mar., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Lolo	On 13th Mar., 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NIPPON YUSEN KAISHA and EASTERN AND AUSTRALIAN STEAMSHIP CO., LTD.

Electric Light, Fans in every Cabin. Competent Stewards Carried.
SHEWAN, TOMES & CO., General Managers.
For Freight or Passage, apply to
HONGKONG, 23rd February, 1914.

PHILIPPINES S.S. CO.

NIPPON YUSEN KAISHA
THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU Capt. H. Fraser	16,000	WED'DAY, 11th Mar., at 10 A.M.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	KATORI MARU Capt. Murai	20,000	WED'DAY, 25th Mar., at 10 A.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 10th Mar., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	YOKOHAMA MARU Capt. S. Wada	12,500	TUESDAY, 24th Mar., at Noon.
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU Capt. M. Winkler	9,300	WED'DAY, 11th Mar., at Noon.
SHANGHAI, MOJI and KOBE	TANGO MARU Capt. Sakino	13,500	WED'DAY, 8th Apr., at Noon.
KOBE and YOKOHAMA	CHYLON MARU Capt. Noguchi	12,500	SATURDAY, 7th March
NAGASAKI, KOBE and YOKOHAMA	BOMBAY MARU Capt. Tozawa	5,000	SATURDAY, 7th March
SHANGHAI, MOJI, KOBE and YOKOHAMA	PENANG MARU Capt. Murayama	12,000	WED'DAY, 11th March
	KASHIMA MARU Capt. M. Yagi	20,000	WED'DAY, 11th Mar., at 11 A.M.
	TANGO MARU Capt. Sakino	13,500	WED'DAY, 11th Mar., at 11 A.M.
	TOSA MARU Capt. Yoshizawa	12,000	TUESDAY, 3rd March

Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON-1914.

STEAMERS	TONS	SAILS	WEDNESDAY
HIRANO MARU	16,000	"	11th March.
KATORI MARU	20,000	"	25th March.
KAMO	16,000	"	9th April.
KASHIMA	20,000	"	22nd April.

STEAMERS	TONS	SAILS	TUESDAY
SADO MARU	12,500	"	10th March.
YOKOHAMA	12,500	"	24th March.
AWA	12,500	"	7th April.

With option of Rail between Steamer's Calling Ports in Japan.
For Further Information as to Freight, Sailing, &c., apply to—
T. RUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.
(8-9-14)

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NORE Capt. D. Ashby	About 4th Mar.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, KHIWA and YOKOHAMA	Capt. G. M. Montford, R.N.R.	About 6th Mar.	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 12th Mar.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	INDIA Capt. C. C. Talbot, R.N.R.	Next, 14th Mar.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 2nd March, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOSING"	On 3rd Mar., Noon.
NINGPO and SHANGHAI	"TIENTSIN"	On 3rd Mar., 4 P.M.
SWATOW and SHANGHAI	"WENCHOW"	On 4th Mar., Noon.
MANILA, CEBU and ILOILO	"CHINHUA"	On 4th Mar., 4 P.M.
WEIHAIWEI and TIENTSIN	"KUSICHOW"	On 5th Mar., Noon.
SHANGHAI	"ANHUI"	On 5th Mar., 4 P.M.
SHANGHAI and TIENTSIN	"CHENAN"	On 7th Mar., 11 P.M.
SWATOW, CHERPOO and TIENTSIN	"CHICHOW"	On 8th Mar., 9 A.M.
SHANGHAI	"LIANGCHOW"	On 10th Mar., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN," Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LIANGCHOW," "LUOHOW" and "YINGCHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays, proceed from Shanghai to TIENTSIN, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 28th February, 1914. TELEPHONE 36. AGENTS. [6]

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK

and from MANILA, HONGKONG and JAPAN to

VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British

Ports, also Trieste, Lieben, Oporto, Genoa, and other Mediterranean,

Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBÉ and YOKOHAMA:	FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. HOERDE ... 18th Mar.	S.S. SUEVIA ... 3rd Mar.
S.S. SUEVIA ... 18th Mar.	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. BRIGATIA ... 1st April	S.S. SITHONIA ... 4th Mar.
S.S. UCKERMARK ... 5th April	FOR MARSEILLES, HAVRE, ROTTERDAM &
S.S. SAMBIA ... 25th April	HAMBURG:
S.S. WURTEMBERG ... 1st May	S.S. BERMUDA ... 8th Mar.
S.S. SEGOVIA ... 11th May	FOR HAVRE, EMDEN & HAMBURG:
S.S. EMDEN ... 21st May	S.S. SPEZIA ... 14th Mar.
S.S. FRISIA ... 29th May	FOR BREMEN, HAMBURG & ANTWERP:
	S.S. SENEGAMBIA ... 17th Mar.
	FOR VICTORIA, VANCOUVER, SMITH &
	PORTLAND (Or.)
	S.S. SUEVIA ... 18th Mar.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office

Hongkong, 2nd March, 1914. [6]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid

Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY and FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING

"HAIKONG" ... Capt. W. C. Passmore ... TUESDAY, 3rd Mar., at 11 A.M.

"HAIKONG" ... Capt. J. S. Roush ... FRIDAY, 6th Mar., at 11 A.M.

"HAIKONG" ... Capt. A. E. Hodgins ... TUESDAY, 10th Mar., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. J. W. Evans ... WEDNESDAY, 4th Mar., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 28th February, 1914. [4]

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS ...	14th March.	On 20th Mar., 10 A.M.
EASTERN ...	14th March.	On 9th Apr., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful

supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.

A State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,

AGENTS.

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TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice!

Steamer	Displacement Tons and Speed	Leave Hongkong.
CHIYO MARU	22,000—21 knots...	SATUR., 7th March.
TENYO MARU	22,000—21 knots...	SATUR., 4th April.
* NIPPON MARU	11,000 — 18 knots ...	WEDDAY, 8th April.
* HONGKONG MARU	11,000 — 18 knots ...	SATURDAY, 25th April.
SHINYO MARU	22,000—21 knots...	WED., 29th April.

* via MANILA. Onitting Shanghai

All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

FIRST CLASS TO NEW YORK £60. ... " £96.10.

" " " SAN FRANCISCO £45. ... " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from

San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers

of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS,

MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines

and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,

SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDIAN ROUTE TO BUENOS AIRES.

Steamer Displacement Tons and Speed Leave Hongkong

SEIYO MARU ... 14,000—15 knots ... SATURDAY, 4th April

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,

King's Building.

TELEPHONE 291. [212]

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,

Boilers, Railway Rolling Stock, Bridges, and all Classes

of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing

conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES

throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES

HOUSEBOATS and PLEASURE CRAFT of EVERY DESCRIPTION,

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon

at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212. Telegraphic Address—"TAIKOO DOCK." [50]

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA and PORT SAID.

S.S. "AFRICA," 8,000 tons, will leave as above on 15th March, at 4 P.M.

Superior accommodation for 1st and 2nd Class passengers; no extra, no tips, no inside Cabins.

Stewards, Landry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £20 1st, £13 2nd, £9 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA

STRAITS (CALCUTTA), COLOMBO, ADEN, SUVA and PORT SAID.

S.S. "NORVAERTS," 12,900 tons, will leave as above about 3rd March.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon

Passengers. No Surplus. Doctor, Stewards, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:

Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £23.15, II £21.15,

BY ST. GOTTHARD EXPRESS:

Via Venice, Milan, St. Gotthard, Lucerne, Basle, Lake, Calais or Boulogne, Class I £23.15, II £21.15.

BY SEAMEERING EXPRESS:

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21.15, II £19.15.

BY TAVERN EXPRESS:

Via Munich, Cologne, Hook or Flushing, Class I £21.15, II £19.15.

TO SHANGHAI

S.S. "AFRICA," 8,000 tons, will leave as above on 4th March, at 6 A.M.

FARES: Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.

TO KOBÉ via SHANGHAI YOKOHAMA.

S.S. "AUSTRALIA," 14,000 tons, will leave as above about 2nd March.

Cargo taken at through rates to all ports in Africa, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS,

Hongkong, 18th February, 1914. [13]

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	* "DERFFLINGER" Capt. F. Prosch,	17,000	Tuesday, 3rd Mar., at 10 A.M.
	* Calling at Manila.		
SHANGHAI, TSINGTAU, KOBÉ and YOKOHAMA	* "P. E. FRIEDRICH" Capt. C. Mundt,	17,000	About Thursday, 5th Mar.
MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	* "COLENZ" Capt. L. Klugkist,	6,750	Saturday, 21st Mar., at 9 A.M.
KOBÉ ...	* "COLENZ" Capt. L. Klugkist,	6,750	About Tuesday, 3rd Mar.
JESSELTON, KUDAT and SANDAKAN	* "BORNEO" Capt. J. Kommer,	5,000	Sunday, 8th Mar., at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphic

New System of Telefunken.

PASSENGER SEASON 1914.

NORDDEUTSCHER LLOYD. BREMEN:

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON MARCH 3RD.
* "DERFFLINGER" ...	17,250	ON MARCH 3RD.
Capt. F. Prosch.		
* "KLEIST" ...	17,000	ON MARCH 18TH.
Capt. L. Maass.		
* "PRINZ HEINRICH FRIEDRICH" ...	17,000	ON MARCH 31ST.
Capt. C. Mundt.		
* "YOROK" ...	17,000	ON APRIL 15TH.
Capt. F. Loeser.		
* "PRINCESS ALICE" ...	20,300	ON APRIL 28TH.
Capt. J. Bortfeldt.		

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE

FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND

SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

(System Telefunken.)

NO SURTAX ON PASSAGE FARES.

EARLY BOOKING RECOMMENDED. [49]

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

HOMEWARD.

Steamship	about	FOR MARSEILLES, DUNKERKE, ROTTERDAM AND BREMEN/HAMBURG:
"TUEBINGEN" ...	4th March.	S.S. "MARK" ... about 10th March.
		FOR HAVRE, EMDEN and HAMBURG/BREMER
		S.S. "GOETTINGEN" ... about 28th March.
"GERNIS" ...	16th March.	FOR MARSEILLES, ROTTERDAM AND BREMER/HAMBURG:
		S.S. "TUEBINGEN" ... about 18th April.
		FOR HAVRE, DUNKERKE, EMDEN AND HAMBURG/BREMER:
		S.S. "GERNIS" ... about 5th May.
"SIGMARINGEN" ...	30th March.	FOR MARSEILLES, ANTWERP, ROTTERDAM AND BREMEN/HAMBURG:
		S.S. "SIGMARINGEN" ... about 18th May.
" " " " " " " "	13th April.	FOR HAVRE, EMDEN and HAMBURG/BREMER
		S.S. " " " " " " " " ... about 1st June.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.

MELCHERS & CO..

GENERAL AGENTS.

Hongkong, 24th February, 1914. [118]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJIBODAS...	JAVA	First half of March.	JAPAN	First half of March.
TJILIWONG	JAPAN	First half of March.	JAVA	First half of March.
TJITABOEM	SHANGHAI	First half of March.	JAVA	First half of March.
TJIMANOEK	JAVA	Second half of March.	SHANGHAI	Second half of March.
TJILATJAP.	JAVA	Second half of March.	JAPAN	Second half of March.
TJIPANAS...	JAVA	Second half of March.	SHANGHAI	Second half of March.
TJIKINI	SHANGHAI	Second half of March.	JAVA	Second half of March.
TJIMAH	JAVA	First half of April.	JAVA	First half of April.

The Steamers are all fitted throughout with Electric Light and have accommodation for

a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports

on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.

Hongkong, 25th February, 1914. [13]

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS.

BANKERS, &c.

